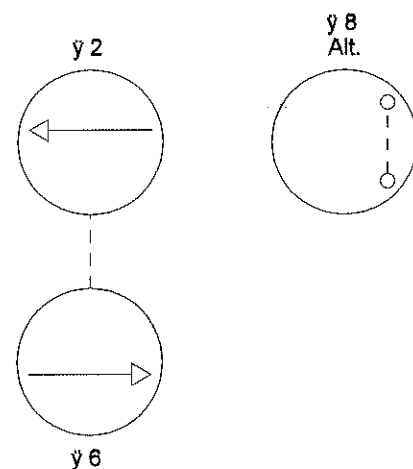
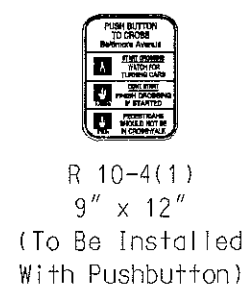


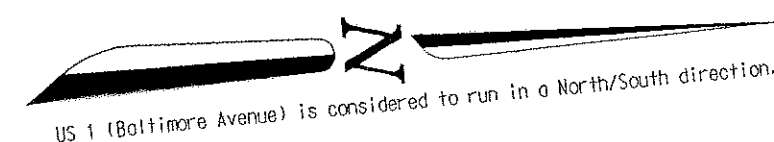
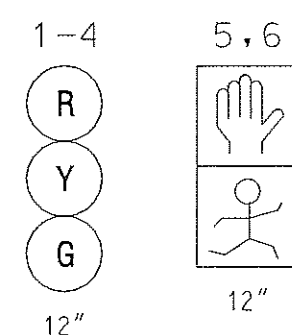
EXISTING NEMA PHASING  
Gallatin St.



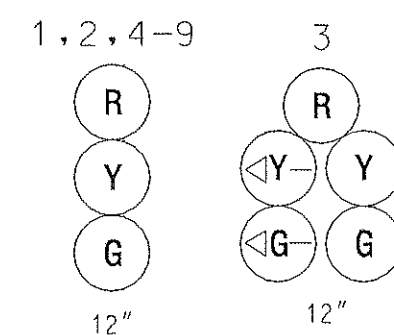
PROPOSED SIGNS



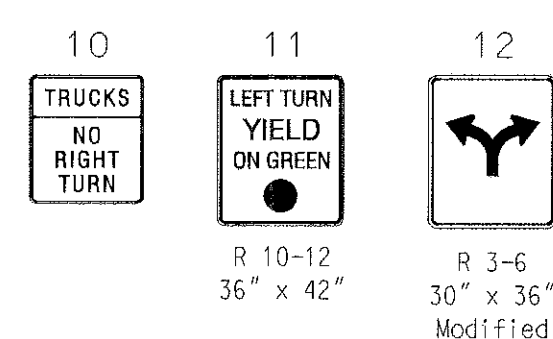
PROPOSED SIGNALS



EXISTING SIGNALS

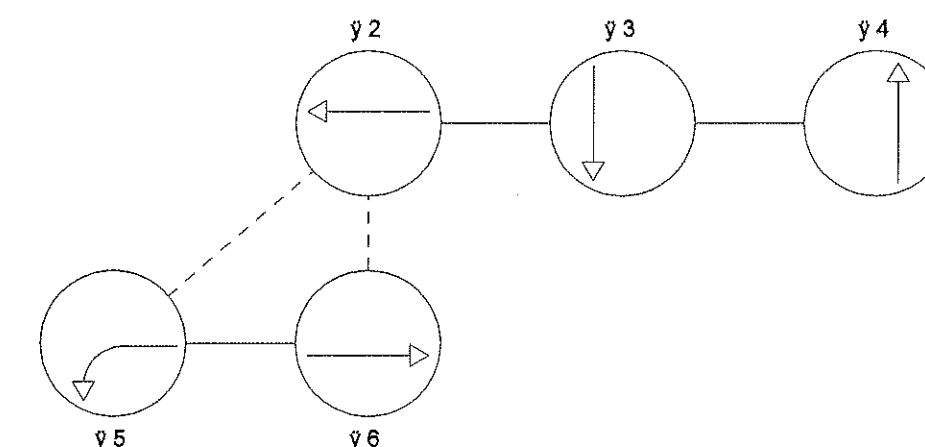


EXISTING SIGNS



EXISTING NEMA PHASING

Alternate US1 & Hamilton St.



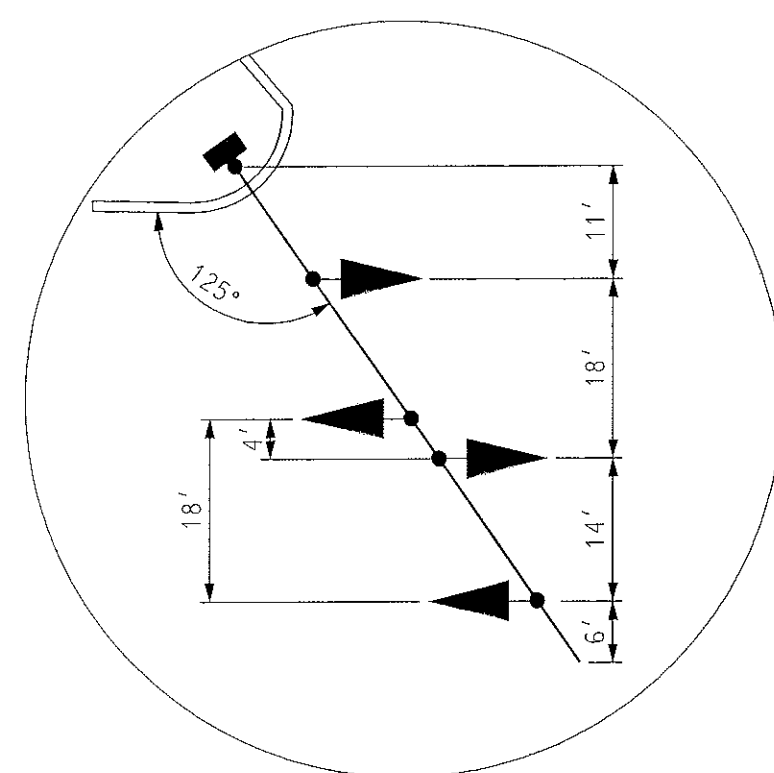
Gallatin Street

Hamilton Street

US 1

US 1

Alternate US 1



Signal Detail  
Gallatin Street  
Scale: 1" = 20'

CONSTRUCTION DETAILS

- Install 21 ft. steel mast arm pole [cut from a 27 ft. pole] with 60 ft. mast arm, vehicle signal heads, pole mounted NEMA 5 cabinet/controller, and all necessary equipment for an overhead electrical (MD-SHA Type B-14) service. (Note: two 3 in. PVC conduit bends).
- Install 10 ft. steel pedestal pole on break away base with pedestrian signal head, pedestrian pushbutton, and pedestrian pushbutton sign. (Note: one 2 in. PVC conduit bend).
- Install handhole.
- Install 1 in. liquid tight flexible conduit for loop detector lead-in.
- Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched. Remove/replace existing sidewalk as necessary.
- Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
- Install 6 ft. x 22 ft. quadrupole type vehicle loop detector (3-6-3 turns).
- Use existing handhole and splice new loop wire to existing aluminum shielded cable.
- Use existing handhole.
- Use existing conduit.
- Use existing controller and cabinet.
- Remove existing steel pole and all attached equipment.
- Remove existing span wire and all attached equipment.
- Remove existing Interconnect cable.
- Proposed overhead electrical service by PEPCO.

NOTES

- Geometrics shall be confirmed prior to the installation of signal equipment. All signal equipment to be installed at final grade.
- Loop detectors and conduits shall be installed prior to the installation of pavement markings.
- Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with MD-SHA standards. All other pavement markings are to be considered as existing.
- Revision 'D' is a revision to the traffic signal built in May, 1972 under S.H.A. Contract No.: P-323-005-385.
- All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

GEOMETRIC LEGEND

EXISTING GEOMETRICS  
PROPOSED GEOMETRICS

UTILITY LEGEND

GAS MAIN  
WATER MAIN  
SEWER MAIN  
ELECTRIC CABLES  
STORM DRAIN  
AERIAL CABLES  
TELEPHONE CABLES



REVISIONS		APPROVALS	
Revision "D"		TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION	
		ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION	
		CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION	
		DIRECTOR, TRAFFIC & SAFETY	
Revision Note S.H.A. No.: XX1065285 FDB 10/10/01		September 13, 2001	

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION Office of Traffic & Safety TRAFFIC ENGINEERING DESIGN DIVISION (Traffic Signal Plan) <b>US 1 at Gallatin Street and Hamilton Street</b>			
DRAWN BY: J. Mark	F.A.P. NO. U 902-1(23)	TS NO. 579D	SHEET NO. 2 OF 4
CHECKED BY: W. Fitch	S.H.A. NO. 16434154/16434154	T.I.M.S. NO. D-969	
SCALE: 1" = 20'	COUNTY: Prince George's		
DATE: May 10, 1972	LOG MILE: 16000101.77, 16000101.88		